NEWS.

From the Fens,

OR,

AN ANSWER TO A PAMPHLET ENTITULED,

Navigation prejudiced by the Fen-Drainers.

(Publiſhed lately in defence of the Petition of *Lin*, delivered to the Committee for Petitions)

WHEREIN IS SET FORTH

The Vanitie and Falſhood of that Diſcourſe,

and it is Proved, That

Navigation is Meliorated by the Fen-Drainers.

Written in a Letter to the Right Honourable *WILLIAM* Earl of *BEDFORD*:

BY

A Wel-wiſher to his Lordſhip, and to the noble Work of Draining.

Concordiâ parvæ res creſcunt, diſcordiâ magnæ dilabuntur.

LONDON,

Printed in the Year, 1654.

MVSEVM
BRITAN
NICVM

MY MOST HONOURED LORD,

YOur Lordſhip having done me the honour to deſire my opinion concerning a late Printed Argument, intituled *Navigation prejudiced by the Fen-drainers*, which was publiſhed in the defence of the *Lin* Petition, lately delivered to the Committee for Petitions; I ſhall firſt tell your Lordſhip what reputation that Petition hath here in the Country amongſt indifferent and ſober men, who do not ſtick to ſay; That it was a ſenſeleſs Petition, preſented in the name of the Town, whereas the chief Merchants and Traders there diſclaim it, and have ſignifyed their diſlike thereof to the late Parliament under their Hands; That it was exploded by the Commiſſioners of Sewers lately ſitting at *Lin*; One of which (they ſay) underſtands more of that Outfall, and is more concerned in the preſervation thereof, then all the Petitioners put together. They ſay, with much truth likewiſe, that the Towns of *Denner*, *Helgey*, and *Littleport* have counterpetitioned the Parliament, alledging that they ought not to be deſtroyed (as they muſt be, if this petition take place) upon the vain feares of the Petitioners, unleſs they brought more reaſon for what they ſay.

But that which is moſt wondred at here is, that ſo little conſcience ſhould be uſed in the framing of that Petition; as firſt, to ſet

forth the Town of *Lin* in her former flouriſhing condition in the time of peace, what number of Ships ſhe had, what Trade they drove, what Countrys ſhe enriched, what Seamen ſhe imployed, what Revenew was raiſed to the Commonwealth, &c. and then to bring her upon the ſtage (like a deſolate Widdow) lamenting her loſt glory, and imputing all this miſery (forſooth) to a Dam made by the Adventurers, about one year and an half ſince, neer a place called *Salters Load*, and about ſixteen miles from the Town of *Lin*: when all men know, that the change (if any ſuch be) it is the effect of *the late diſturbances at Sea*; and that is the common Fate of all the Port Towns of *England*. And they ſay confidently, that it would have been much worſe with them at *Lin*, if the Fenns had not been undertaken, whereby ſo much money and Trade hath been brought thither.

But it is ſuppoſed, that this Artifice was uſed, only to accompany and aggravate the Clamours, which were ſtirred up in other places by Sir *Iohn Mainard* and his Agents, upon deſign doubtleſſe to overthrow the whole work, by the forcible impreſſion which that noiſe might make upon the ſuddain with perſons, that were not well acquainted with the preſent and former condition of this Country. And it is thought, that many complaints came in, that would not have appeared, but that Sir *Iohn* gave them aſſurance by his Letters (that were publiquely read in ſome places in the Level) that they ſhould not doubt to have their Land again; for there were but ſixſcore of the Parliament; and that he was ſure of fourſcore of them on his ſide.

My Lord, this being the common talk and opinion here of this Petition, I can aſſure your Lordſhip, that it will receive no increaſe of reputation or credit, by any thing that is alledged in this printed Argument; which may as well conclude, That *Tenterden Steeple is the cauſe of Goodwin Sands*, as that *the Dam at Salters Load is the cauſe of the filling of Lin Haven.* But now to begin.

The Petitioners are ſorry, he ſaith, *to ſee ſo much tergiverſation uſed, &c.* What is meant by tergiverſation or unwillingneſs to give or receive

receive ſatisfaction I know not. To the Scandalous Petition of Sir *Iohn Mainard* the Adventurers gave in their Anſwer at large, and printed it. To the Petitions of *Cambridge* and *Lin*, becauſe they contained matter of Fact already heard and determined before Legal Judges, they Petitioned to have the opinion of the Parliament whether they ſhould Anſwer or no, and thereunto annexed their reaſons, which are likewiſe in Print, and not Anſwered nor pretended to be by this Champion for the *Lin* Petition. A *Conference with the Drainers* was never deſired, and if it be, it will (no doubt) be embraced, for they are apt enough to believe (as the Defender ſaith) *that no good work hath its perfection at firſt*, and if they can be convinced of any defects or omiſſions in their works, they will no doubt be willing to amend it. But for the *Levitie and Blaſphemie* which the Defender is pleaſed to note in the expreſſion of *not Draining the Seas nor the Skies*, he is too ſharp and cenſorious; it was an Ironical ſpeech, which that Ingenious Gentleman, who wrote thoſe ſhort Anſwers and publiſhed them upon his own account, is very well able to defend.

And now we are come to *the Dam at Saltars Load*, alledged to be the Principal cauſe of theſe miſchiefs and fears.

The Condition of the Draining *without prejudice to Navigation* is admitted: and we ſhall not differ about the word Prejudice; call it Dammage or Injury, which you will, and he need not trouble the Great Charter of *England*, nor ſo many other cited Statutes, to prove that *no prejudice ought to be done to Navigation*. For that is not the queſtion. The Adventurers deny, any prejudice to be done; and ſo it appeared at *Ely*, in *March* laſt, before the Commiſſioners; where the ſame Arguments were uſed, that are now, and ſix Witneſſes examined on either ſide.

But I cannot allow that Inference that he would make; that

becauſe a private man may not ſet a Saſſe, or make a *Dam* over a Navigable River; therefore neither Commiſſioners of Sewers, nor the Drainers (though they have an Act of Parliament, which particularly inables them to ſet *S*luces and Saſſes) may do it. If that were ſo, why is it named in the Act? for every one knoweth that *S*aſſes are only ſet upon Navigable Rivers. And it is well known, that *Francis* late Earl of *Bedford*, your Lordſhips Father, did erect a Saſſe at *Welcreake* (which the Defender calls the River of *Nean*) by the povver of *Lin* Lavv only, vvhich vvas never preſented as a Nuiſance, but contrarivviſe the Watermen themſelves have deſired it might be repaired and upheld, and ſo it vvas accordingly.

And for that the Defender ſaith, *becauſe they could not be heard*, he meanes, prevaile (for heard all men knovv they vvere, & vvith much patience) *at Peterburgh, nor at Ely, they were forced to flee to the Parliament.* So may any unjuſt or vexatious perſon ſay; Becauſe I am overthrovvn at Lavv, I vvill try vvhat the Legiſlative povver vvill do for me.

But the Defender hath *plain and evident Demonſtrations and Proofs.* What his Proofs are, it doth not appear, being taken by the Committee of Petitions and not publiſhed; but this I ſhall ſay, that if the Deponents be Watermen or Commoners they are Parties; and if they depoſe to matter of opinion (towit) that theſe Dams and Saſſes are the Cauſes of the pretended prejudices; they are no competent Witneſſes, it being matter of Art, wherein they can have no knowledge.

What his Demonſtrations are comes now to be examined, and *they conſiſt* he ſaith *of two heads.*

1. *That their* Navigation *hath received of late very real and conſiderable prejudice.*

2. *That the Undertakers for Draining are the Authors of it.*

The ſix Rivers, there enumerated, *did lye*, ſaith he, *all open, and the Tides from* Sea *did put into them more or leſs, &c.*

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It is true, the Tides, at leaſt the Spring-Tides, did put up into ſome of theſe Rivers; which was the occaſion of drowning the Level. For when the Spring Tides meet with the Land Waters that came down thoſe Rivers, they were driven over the ſurface of the Level; and the mouthes of moſt of theſe Rivers were ſo filted up by the Tides, that they were deeper and broader above, then they were below: and at this time it is like that ſome of them might have been landed by this two years drought, if not prevented by the Saſſe; even *Ouſe* it ſelf as high as *Ely*; and ſo Navigation loſt, and the Level deſtroyed, and the Rivers left to find new Channels, (as that of *Wiſbich* was, before the Draining) the Tides being ſtronger then the Freſh water, through the Drought, and therefore not able to ſcoure out the ſilt. And he muſt note by the way, that much of this water which now falls out at *Lin*, had formerly its iſſue at *Wiſbich*, which was then a very conſiderable Haven: and this appears by the large Channels of the Weſt water, & of the old River of *Welnea*; which diverſion, hapning (as it is ſuppoſed) by the neglect of Commiſſioners of Sewers, was the decay of *Wiſbich* Haven, and the making of *Lin*: by which it is evident, that it is the abundance of freſh that keeps theſe outfalls open, and not the Tides. For if it were poſſible to ſet a Sluce or Saſſe within half a mile of the Town of *Lin*, that ſhould ſtop out the Tides from coming up the River; If the Saſſe or Saſſes could be made great enough, that Haven, by raiſing the water from within by the ſalt dore, to let it goe at low Water, might be as well ſcowred and kept open, as it is now: and that is clear in *the Harbour of Dover*, (cited by the Defender) that a very ſmall freſh kept up high by the help of a Sluce, and let goe in the time of the Ebbe, ſcowres that Harbor and keepes it open. I doe not ſpeake this, that I am againſt the coming in of the Tides; Nor have the Adventurers fallen upon that way of draining,

draining. For it is well known that the Sea flowes up from *Lin*, almoſt twenty miles in his old Channel; and where he is ſtopped from going the old way, he hath a new River, and a large Waſh provided to receive him; which are of much larger receipt, then all the five Rivers put together. And whereas he ſaith that *the Old Channel of the Ouſe is deeper then the New:* It is not generally true. In ſome places it is deeper, and in others it is not two foot deep, as at *Ely*, *Stretham*, *Willingham*, &c. when as the new River is eight and ten foot deep in ſome places, and in none leſſe then ſix foot. And that was the reaſon, why that narrow Cut was made below *Ely*, at *Raſſel*: becauſe the Water there (which running in a broad Channel, they had not above 14. inches water many times, and the Liters were forced to ſtay for a Spring-Tide to help them over) being now contracted into a narrower Cut keeps conſtantly three and four foot water. But of this there will be occaſion to ſpeak hereafter.

The true ſtate of Navigation here formerly was this. The Fens being under Water, as they were a great part of the year, the Watermen vvere much troubled to keep vvithin the Rivers, and therefore they vvere at the charge every year to have them beakoned out. Their hailing Horſes and their Boyes that drove them, vvere forced to go up to the middle in Water, and vvhen they came to a Dike or Slovv, that they vvere to paſſe, (vvhich vvere very many in the Fens) they vvere fain to take in the Boy and Horſes into the boat, and ſet them out again vvhen they vvere paſt it, vvhich vvas no ſmall hindrance and loſſe of time, beſides the death of ſo many Boyes and Horſes vvith this unreaſonable dealing. And vvhen a Land-flood came dovvn from *St. Ives* vvith a Weſternly or Southernly Wind, the current vvas ſo ſtrong, and the footing ſo bad for Horſes, that they vvere forced to lye ſtill a vveek together. Their ſummer Navigation vvas this,

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when the Springs were very low they could come with their Keeles no higher then *Modnie Cole* or *Helgie Houſe*, being about twelve miles ſhort of *Ely*, by reaſon of a Gravel there, that at a low Water was not above eighteen inches deep; but moſt commonly the Keeles came up to Lambs Weare, four miles ſhort of *Ely*, and there they ſtayed to empty their Lading into Liters, and thoſe Liters when they came to the Gravel at *Raſſel*, they were forced to ſtay for a Spring-Tide to help them over, the neaps not coming up ſo high, and if the Wind ſat ſo as to keep back the Tides, they were fain to ſtay till another Spring. At *Stretham*, *Twenty Pence* and *Willingham* gravels they were in a worſe condition; for the Tides not reaching up thither, they were forced to ſtay there ſometime till a freſh came down, and ſometimes to take their gangs of Liters aſunder, and to hale them over one by one, ſtill emptying and taking in again. Which Paſſage was ſo troubleſome, and ſo farre about, that after *Bedford* River was made, the Watermen preſently forſook this Navigation round about by *Ely*, and carryed all their Commodities up *Bedford* River, in a Straight Channell from *Salters Load* to *Erith*, *St. Ives*, *Huntington*, and the parts adjacent. Which was a plain confeſſion, that the Drainers new Rivers are better for Navigation, then their Old ones. The uſe of which *Bedford* river the Country had for the ſpace of fourteen or ſixteen years without paying one farthing for that benefit and I am perſwaded that if but two pence a Tun had been taken for that paſſage (as might in juſtice have been done) it would have raiſed almoſt money enough to have perfected this ſecond draining. But theſe Watermen are a kind of people, my Lord, that for all the good you do them, you muſt expect nothing but railing; which is ſo cuſtomarie amongſt them, that they cannot forbear one another. But I wonder it ſhould be fathered upon [redacted] the Inhabitants of the Town of *Lin*, who cannot be ignorant that

 the

the improvement of the Fens will make their Port the third (if not the second) of *England*. But such is the perverse nature of some men, that when they have once embraced an Errour, they will employ all their witts to make it good.

To which end this Defender of the *Lin* Petition, hath taken the pains to trace all the Rivers from one end to the other; and quarrels with your Lordship, because he cannot go the old way from *Lin* to *Peterburgh*, by *March* and *Ramsey* (which is above sixtie miles) whereas now *Wisbich* river is opened by your Lordship and Participants, he may go that way above twenty miles nearer. These are the injuries he complaines of.

1. Concerning *the River of Ouse*, he saith, *that it is now laid dry between Erith and Harrimer*. I confess there is not much water at present, and yet Boats do daily pass that way, through the Sasse at the Hermitage (as the Sasse-Keeper will be deposed.) And the reason why there hath been so little water there this Summer is; because the Watermen would not suffer that Sasse to stand open, in regard that it drew down the river so low upwards, that they wanted water to get up to *St. Ives*: But as the Springs rise again, and the Drainers become Masters of their own works (which hitherto they have not been) there will be a sufficient Navigation that way. But for *a Boat of fifteen Tun to passe that way*, if any such thing were (whereof I am very doubtfull) I am sure it must be when the Fens were extreamly drowned. And such a depth of water ought not to be expected again.

2. *At Harrimer*, he saith, *there was eight or nine foot water*. There he equivocates again. For it is visible, there cannot be such a depth of water, unless it be when the Fens are very much drowned, for the mouth of that River, being gaged, is not four foot deep from the Levell soile; and the Watermen cannot deny, that the Grave there was so stopped up with mud

mud and Ouſe, that *St. Ives* water brought down, that no Boat could paſſe in and out that River: in ſo much that a Gentleman of this Country, willing to befriend them, made a ſhort Cut through his own Several, through which they paſſe to this day (paying a ſmall duty) and left the main Channel, it being unſerviceable.

3. For the *narrow Cut at Raſſhill* below *Ely, and the Dam there*, or Overtoe, though ſomewhat hath been ſaid already, yet thus much more I muſt tell him; That as ſoon as that ſtop was made, the water in the River at *Ely* was raiſed, from ſeventeen inches, to three foot and an half; and that accordingly this ſtop ſerves to raiſe the Water in *Grant* as high, and higher, then the Tides did formerly raiſe it. And for *the narrowneſſe* of the ſaid Cut, (ſo much complained of by this Defender) it is neer 20. foot wide, and being about one mile in length, there are four Triangles (or broad ſpaces) made on purpoſe for boats to paſſe by one another; and ſince the Saſs is ſet at the end of it, Boats go up with much eaſe, that is to ſay, a Gang of Liters is haled up with one or two Horſes at the moſt.

That *theſe Rivers are ſcanted with water becauſe the Tides are kept out*, is a miſtake. For the freſh water doores of the Saſs at Salters Load do hold up the freſh to ſupply the want of the Tides; So that this Saſs (which he ſo much quarrels at) hath not only preſerved that part of the River that lyeth behind it from being ſilted up this Summer, as high as *Ely*, being about twenty miles off; but likewiſe hath kept ſuch a plump water all this dry ſeaſon in that and the other rivers, ſometimes even Level with the ſoile, that no Waterman (that hath any honeſtie) but muſt confeſs and acknowledge the advantage they have had by it.

4. To *the delay and danger of paſſing the Saſſe at Salters Load.* I have my Lord, inquired, and I find, that there is a free paſſage

granted at all times, even to a ſmall Boat that comes alone with a load of Turf, or the like; which is more, then is fitt to be done with a Saſſe of the conſequence this is; and that there is no danger before or behind (if Watermen will not be careleſs) not half ſo much as paſſing through *London* Bridge; and of above 30000. Boats at leaſt that have gone through, I cannot hear of above one that was overturned, which was at the ſtopping of the *Ouſe* and making of the Dam, the flood being then let in through the Saſs, firſt of all, & all Watermen ſtayed till Level water, except one of them who would venture to have the reputation of the firſt going through the Saſs, ſo that it was the Watermans fault, who would not be ruled by the Saſſe keeper; but no goods or men loſt. Indeed Order was given, that Boats ſhould not paſſe in the night time, or on the Lords Day (and it is fitt it ſhould be obſerved) but as it was ſaid before, the Drainers are not Maſters of their own works; nor can expect to be, as long as the Watermen are encouraged by the like Petitions.

Now he comes to ſpeak again of *the filting of Lin haven.* It will be neceſſary to ſay ſomewhat of the nature of that Haven. It is about ten miles from *Lin* haven to the Deeps; all that way the Tide comes over a quick or moveable ſand, where the Channel alters very often: in ſo much that the Town is at the charge of one hundred markes *per an.* to have it marked and beakoned out. And the ſhips that are inward bound, if they cannot reach the Port with the Tide of flood, they are neceſſitated to fall back again into the Deeps, for fear of the Sands. And it is no wonder that this Haven is apt to ſilt, when the wind & Tides raiſe the Sands and lodge them there; but for him to conclude; That *all theſe Prejudices and inconveniences are to be imputed to the taking away of the freſh water of Neen, and to the Dam made at* Salters Load, I ſee not the leaſt probable conſequence.

For

For that part of *Nean*, which came down at *Welcrick*, was not considerable, but in times of Land Floods, when the Fens were drowned; and the Town of *Wisbich* (to whom that river doth rightly belong, to maintain their Outfals) cannot be without it. For seeing the river of *Welland* is appropriated to *Spalding* (by the late Act of Parliament for draining, &c.) and that the Westwater, and the old river of *Welnea* are carryed to *Lin* (which went formerly to *Wisbich*) it were great injustice to deprive them of one drop of the Nean; unlesse he will say, that no consideration is to be had of any Town, but *Lin*.

And now the Defender is at *the Dam* again, and that must be *the principal Cause*, becaus he saith so; for having followed him in and out (as the river of *Ouse* did formerly run) where he is sometimes at fourthly, then secondly, then thirdly, then secondly again, then thirdly, then first, then fourthly, then fifthly, then sixthly, then fourthly, then lastly, then secondly, and then thirdly, I do not find, in all this labyrinth of clauses, any thing like a Demonstration, or indeed like a probable Argument: but (by his leave) I will give him a Demonstration to the contrary, that will trouble him to Answer.

The Outfall of *Lin* hath five rivers, and about an hundred Land Brookes, which discharging themselves into these rivers, run all out at *Lin* Haven; besides all the Downfall of the Middle, and South Levels, of *Marshland*, *Needham*, *Coldham*, south of *Wisbich*, *Churchfield*, *Playfield*, &c. the Lands on the North side of *Downham*, amounting to above 300000. acres besides the river which comes from *Pentney*, and the flux and reflux of the Sea 30. miles into the Land.

The three Outfalls of *Wisbich*, *Spalding*, and *Boston*, are kept open by four small rivers only, which do not all of them bring down so much water as comes down to *Lin*.

And therefore the Outfall of *Lin* muſt neceſſarily be kept open, and by conſequence the Haven and Navigation maintained.

And whereas he ſaith, that *the Outfall may be maintained as to Draining, and yet the Navigation loſt by reaſon that the Channel may grow too narrow*; Thats a meer Fancie of his owu, for the narrower the deeper; and it can never be ſo narrow, but that there will be room for ſhips to paſſe.

Now to give him the true reaſon of the preſent decay, and ſilting of *Lin* Haven and river. I ſay, firſt it is ſo all over *England:* let him inquire of the Thames, the Severn, the Trent, (the nobleſt rivers of this Iſland) or, which are neerer, *Nean, Welland, Glin, Withen*; and he will find, they are all this year extreamly ſilted, and the water carriage much riſen; for this cauſe alone, that the freſh hath been ſo weak and low theſe two laſt years that it hath not been able to carry away the ſilt which the Tides put up. And when Providence will, that the Springs riſe, and the Brooks run again, all this ſilt and ſand will be ſcowred out and carryed away.

And this ſhall be confirmed by the reaſon, he urgeth from Sir *Cornelius Vermuyden*, and which is taken as granted by himſelf, where he ſaith, that *the height and ſwift running of the freſh is that, which grindeth and keeps open a Channel.* Now pray, my Lord, let me ask him this queſtion. When *Bedford* water comes down contracted and lifted up, between the North and the South Banks, from *Erith* to *Salters Load*, whether doth he not think that it will be a higher water, then ever yet was upon the Fens; and (by conſequence) come ſwifter, and with a greater force towards *Lin*, then when it came twenty miles about by *Ely*, and ſpread it ſelf over the whole Level, where it was carryed up and down with every wind, and there lay ſocking into the Fens, till a great part of it was dryed up by the Sun, which ſhall hereafter (by reaſon of thoſe banks)

banks) come down in a swift current, whole, and without any diminution?

The proof whereof is apparent, by the wash that runs from *Peterburgh* to *Guyhern*; when (in the year 1650. and 1651.) the water came down in six hours, from *Peterburgh* to *Wisbich*, which was formerly a week, or a forthnight in coming; and was, at the lower end of that wash, five or six foot above the Levell soile; which sent such a stream through *Wisbich* Town, that the like was never seen before; Boats could hardly steere through the Bridge; and it did grind the Channell (below the Horshoe) nine or ten foot deeper, then it was; which is almost an incredible thing to be done with one flood; it checked the Tide (which usually flowes up to *Elderner*) and turned it back to Sea, at the Horshoe; which I can very well affirm; for I saw it my self, and I doubt not, but I may see the like on the other side of the Country.

To that he saith (my Lord) that *the water is a free Element and ought not to be restrained*, all that is but childish Rhetorick. For all men know, that Fire and Water are good Servants, but ill Masters; and that it ought to be restrained, when otherwise it would drown a whole Country, as this did. And for the discourse, *de Mari libero, & Mari Clauso*, I confesse they are much better handled, then his Argument; and yet he may observe thus much by the way; That the Hollanders (who plead so much for *Mare liberum*) are the greatest Imprisoners and restrainers of waters in the world.

For the Sasses and Sluces in their Country are innumerable; by which they have the benefit of water carriage to and from every Town: and quite contrary here in *England*, men have set Mills, and erected weares over most of the Navigable rivers, to the great obstruction of Navigation; But if a Sasse be set up for the advantage of it (as this clearly is) *The great Clarkes of England* must be called upon to beat down a supposed

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Prejudice; which could not in thoſe times be thought of; That ingenious Invention being ſome hundreds of years younger, then that Statue. Whereas the Navigation from *London* to *Reading* and ſo Weſtward, could not be maintained, but by the Locks and Saſſes upon the River, and ſo likewiſe upon many other Navigable Rivers of *England*.

As for his *Milkie way*; if he cite that, in commendation of the river of *Ouſe*; I muſt tell him, that it was one of the worſt Navigable Rivers of *England* and (before the Drainers removed them) the fulleſt of Weares, Shallows, and Gravels. For it was uſuall here in the Fens (to ſave the charges of making Bridges) to fill the rivers with gravell, which (as it wore away) they ſupplyed every year by common dayes work: and I muſt do the Fen-men that right, that in this particular they were very induſtrious.

Now the Defender is at his Rhetorick again, and (having fancied to himſelf the loſſe of the Port of *Lin*) he declames upon *the Conſequence and importance, that Sea Ports are to this Nation*, which is confeſſed; but it is told him again, that the decay of Trade and ſhipping is cauſed by the diſturbance at ſea, as aforeſaid, whereas he ſaith, that *they had eighty ſail of ſhips formerly*. I can tell him, that the Port of *Dover* (by him here mentioned) had before the late Warre, above a hundred ſaile of better ſhips; and I could wiſh, that they had twenty left; Their cuſtomes came to above fifty thouſand pounds *per an.* and do not now riſe to four thouſand pound *per an.* which is a greater fall, then that he ſpeakes of; and yet no Drainers came neer them.

But ſuppoſing with him, that *the Trade ſhould return again.* (I perceive by this, that he hath ſome hope left) *there will not be Keeles and Boats enough* (*he feares*) *to carry up all their Commodities*. What Keeles and Boats do belong to all the rivers, that run through the great Level, is more then any man living can

can tell; and it would require more time and charge to bring in a true particular of them, then the knowledge is worth; ſo that for a man to affirm, *that there are not veſſels enough to carry up eight voyages in a year*, (not knowing what Veſſels there are belonging to the ſaid Rivers) is an Aſſertion at Random; and no credit ought to be given to any concluſion, drawn from ſo uncertain premiſſes. If they have not Keeles or Lighters enough, who hinders from building more? for if their Gangs of Lighters did reach from Lambs Weare to *Cambridge* (which is above thirty miles) what hinders but that they may all paſſe, one after another, and move all together. For they never had but one haling ſide, and (by conſequence) came one after another, which they may ſtill do with much more eaſe and convenience; for they come up now with their Keeles to *Lambs Weare*, and ſometimes to the Sluce or Saſſe at *Raſſel*, as they did formerly; there they unload into Liters, as they did formerly: and I would fain know why they ſhould be above ten or twelve hours getting up to *Cambridge*, being leſs then thirty miles; conſidering, that they ſtop for no Gravell, as before; and having a conſtant Water; and that they have dry Land for their haling Horſes and Boyes, which they had not before; and that they can hale in the night time, which before they could not, the fens being drowned.

From *Lin* to the great Saſſe they come in four hours, from thence to *Lambs Weare* four hours, from thence to *Cambridge* twelve houres (in all twenty houres) the Navigation from *Lin* to *Cambridge* is performed. So that his *Multiplex Prejudicium*, is indeed *Multiplex Beneficium*; and he might have ſpared his expreſſion of *Halfing out the Navigation*, and that *half the Marriners muſt either beg or ſtarve*, and anſwer to this queſtion. What would have become of half their Watermen, theſe two laſt years, when their Forraign Trade failed them, if they had not taken four or five thouſand pound of the Drainers money, for carrying of Cole-ſeed, Wheat,

and other Commodities, which grew in the Fens by occasion of this Draining?

And whereas he saith, that *though the Customes be raised to one thousand three hundred pound this year at Lin by the Fen-commodities, yet there is as much more lost in the revenew of Coles and salt.* Every one knoweth, that there was never any Custome paid for Coles, and Salt, that were brought from *Newcastle* to *Lin*.

Now he goes on: *These are the Petitioners proofs of prejudice, &c.* He must not make me believe, that he hath proved any thing as yet; nor hath been in the way to do it, the question not being rightly stated. And that which follows, concerning *Nean, Harrimer, and the Cutt of Rasshill* (being but repetitions, and already answered) I passe by; and meet him (the third time) assaulting *the Dam at Salters Load*; meaning to blow it up with *an Argument of* (him that made it) *Sir Cornelius Vermyden*, wherein (though enough hath been said already, to satisfie any indifferent man, yet) becaus I hope this will be his last Assault, I shall edeavour to defend it.

It is a Principle, saith he, *not denyed by the undertakers, that no Inland Harbour can possibly be preserved without a sufficient backwater to scoure it out.* This is confessed: but if he mean by his backwater, that it must necessarily be the Tides; that is not generally true. For all the Havens in the Mediterranean, and in the Arches, and the Black Sea, are preserved by the fresh only; there being (as all men know) no flux or reflux in those seas. But to answer him again: supposing that the five Rivers, Brooks, and Downfall (as aforesaid) be not sufficient (which certainly they are) to keep open *Lin* Haven; yet they have the Tides flowing up thirty miles into the Country; and a large Receptacle to boot, which will hold much more water, then all the other Rivers. Will nothing serve his turn, but that they must flow in, just the same way they did before? That the Haven of *Lin*, and the Channel to Sea are sufficiently pre-

Preſereved, this will confute all hath been ſaid to the contrary. About ten dayes ſince, there was a Ship of four hundred Tun, laden with Wheat (of the grouth of the Fens) ſet ſail from that Port bound for *Spain*, as I take it; and though ſhe did not take in her full lading, till ſhe came to the Deeps; yet ſhe could not draw leſſe then ſixteen foot water, when ſhe fell down. I do believe (my Lord) that a Ship of that burthen hath not formerly been ſeen there; and indeed the Defender (when he ſpeakes of the Shipping belonging to *Lin*) ſaith, that *they had eighty ſaile, from two hundred Tun downwards.* Let this be well weighed; and then let him tell me, whether there were any juſt cauſe for this great outcry to the late Parliament, which (I hear) hath coſt them two hundred pound in bringing up their witneſſes, and other charges.

What the operation of a Receptacle (or Indraught) is, I will give him one pregnant inſtance; and that is in *Newenden Levell*, in *Kent*, where Sir *Thomas Culpeper* (a moſt experienced, and ingenious Commiſſioner of Sewers) by making a ſmall Indraught, hath gained ſuch a Channel, that a Ship of two hundred Tun may ride at a low water, where a ſmall boat could hardly come before: and the reaſon is clear. For that the Tides ſtanding in a Receptacle (which ebbs drie) the ſilt ſetteth to the bottome, and the Water returns clearer and thinner, then it came in; and ſo hath the ſame operation in ſcowring out the Channell, as if it were a freſh: which is not ſo when it flovves up into the five Rivers (as he vvould have it) by reaſon that (being alvvaies in motion) it hath not time to ſettle ſo much; nor can it (that vvay) ever ebbe dry; Which is enough to prove, that the nevv vvay (the Tides novv flovv) is much better for the keeping open of the Channell and Outfall, then the Old.

I deſire to knovv of the Defender, vvhy the Haven and Channel at *Lin* is ever better in Winter then in Summer; and

vvhy, in the year 1648. the Outfall became deeper then it had been in many years before or ſince? vvas it not the great freſh that came dovvn that year? All the Sluce-keepers on Marſh-land ſide can tell him this; and that in Summer time the Tides gain upon the freſh, filting the Channell in ſome places four, ſix, and ten foot high; and that in Winter the freſh gains upon the Tides, and carryes all that ſand out again, vvhich the Summer had brought in.

As for the Argument he takes from *Sir Cornelius*: nothing can make more againſt him (as vvas ſaid before.) For if the higher and contracted Water do the execution, it muſt be that which comes down between the new banks.

What *Fall* there is *between Ely and Lin*, is not materiall, for the ſame fall remains ſtill for the four leſſer Rivers: but the Adventurers have mended the fall of the *Ouſe*; which by new *Bedford* River, hath the ſame fall in twenty one miles running, that it had before in forty. But where he ſaith, That *the Keeles came up within twelve miles of Cambridge*, he muſt be arreſted for that fallacie; and told, that (if ever any ſuch thing was) the Fens were then very much drowned: otherwiſe I do affirm (upon view taken) that it is impoſſible. And truly in this particular he muſt be looked to, when he ſpeakes of *eight or nine foot water at Harrimer*; *of ten foot above the low water Marke at Salters Load*; and of *Keeles coming up to Willingham*, or *Erith*; it muſt be when the Fens are deep covered with water. For when there is eight foot water at *Harrimer*, the Fens are drowned then five foot deep, gaged by W. P. And then (for ought I know) a Keele might have gone any where croſſe the Fens; But I hope he doth not expect this from the Drainers, who muſt keep the water rather two foot below the ſoyl, then two foot above it.

And now, my Lord, being almoſt quite tyred with following this wanderer, through his perplexed method, and vain repe-

titions

titions,(in purſuit of *the Demonſtration* he promiſed long agoe)I do find, that he hath proved nothing: but that he is put upon a Subject, which he doth not underſtand. And I am at length arrived at his *Anſwers to the Drainers Objections*, as he calls them; though indeed very few of them belong to the Drainers, but to the Gentlemen (mentioned before) who wrote *the ſhort and full Anſwers*; but to ſuch as are materiall (and not anſwered in the precedent diſcourſe) I ſhall give ſhort Replies.

He ſaith, That *the bottome of the old River is deeper then the new*. In ſome places it is,& in ſome places it is not,as aforeſaid. That *the Tides are half ſpent, before they run up into the new Rivers*. They may be half ſpent at *Lin*; but if he ſay, that they are half ſpent at *Salters Load*, it is apparantly otherwiſe. For at this preſent they flow between three and four hours there, as they did formerly. And for his exception to that expreſſion, That *the Tides do flow as high into the Country as formerly*; the meaning is plain. The Tides have raiſed the water at the *Hermitage*; and they did no more at *Harrimer*; and that *Harrimer* is no further from *Salters Load*(in a ſtraight line)then the *Hermitage*.

2. To his Anſwer to *the ſecond Objection*. It is true, that at *Ely* ſome of the Country did object, that *it was not the Undertakers but the dry Seaſon had drained the Fens, and ſo deſired reſpite of judgement,and to hold the poſſeſſion of their Lands till further triall of the works*. But doth any man think,that this was a reaſonable motion? you contract with me for five hundred pound to build you an houſe; and when 'tis finiſhed, I demand my money. No, you will have a years tryall, to ſee if the houſe will ſtand or no,and after another year, & ſo *in infinitum*. This is the Drainers Caſe. They were tyed by the Act to imbank the rivers, ſo as they ſhould not overflow the Level; this was proved to be done ſufficiently and according to the Act. What could the Lords and other Commiſſioners at *Ely*, (or any juſt man ſay)but that they muſt have their Land after the performance of their undertaking,according to their contract? And

And yet their Lordſhips, and the reſt of the Commiſſioners did ſo farre incline to the Country, as that an offer was made by them, (with the conſent of the undertakers) that the Country, (giving ſecurity for the rent of the Lands, to be paid only in caſe they were not drowned) ſhould have the experience of another year; but the Country, after conſideration had, returned a Negative.

But he ſaith, That *they made uſe of a dry ſeaſon to gain a judgment, and of the ſame drought to excuſe the prejudices done to Navigation.* I do wonder with what forehead this can be affirmed, for it is well known, that the Drainers did not go about to excuſe any Prejudices done to Navigation; but they ſtood upon it then (as they do ſtill) that no Prejudice at all was, or is done; And they did prove it, both by Watermen, Merchants, and others of skill, who came then from ſounding the Channell; and did depoſe preciſely, to the ſeverall depths, both below, and on this ſide *Lin*; which did ſo clearly evince, what the Watermen had alledged; that the Court was fully ſatiſfied. And the ſaid Commiſſioners upon examination drew this Confeſſion from one of their chief Watermen of *Lin*; (whom they brought as a Witneſſe, *Ellis*, by name) that if the freſh Water doores of the Saſſe at *Salters Load* be kept ſhut, the Navigation was as good as ever.

3. That *Navigation was never ſo bad formerly in the greateſt droughts.* I make ſome Queſtion of that. For it will be proved, that in a dry Seaſon formerly, an empty Boat could hardly get up to *Cambridge*; And that the Keeles could not get higher then *Stow* Bridge: whereas this Summer the Keeles have come up conſtantly to *Lambs Weare*, and ſometimes to the Saſſe at *Raſſhill*; and the Liters have daily (without any impediment) gone from thence to *Cambridge*.

4. To his very pertinent Inſtance of *making a Dam over the Thames at Greenwich, or at London Bridge*, it is worth no better anſwer then this. That

That if such a Dam would save the City of *London* from being drowned (as the Dam at *Salters Load* doth all the South Level) and that a better River were made to uphold the Navigation; and all this Authorised by an Act of Parliament; I see not where the crime would lye. And I should be very sorry, that the Sasse at *Salters Load* should bring half that danger and impediment to the Watermen here, as doth the passing through *London* Bridge to those there: And yet for the common benefit, the Watermen there are contented to dispence with their own Interest. And yet I know not, whether that Bridge was set by Authority of an Act of Parliament, as the said Sasse undoubtedly was.

The Adventurers do not say, *That more cannot be done by man:* but they say, That *what is already done hath been sufficient to improve the Navigation.* And here the Defender begins to confesse, That *the Navigation may be the better above the Sasses, by keeping up the water; but what availes that, if the Channell be lost below?* Let him take no care for that; for if there were any danger of that, the Drainers would be as sensible thereof as he, or the Town of *Lin* can be.

5. That *the Commissioners sitting at Ely in March Last, did not view the Navigation at Lin.* It was enough, that they did see the Navigation within the Level; and for that of *Lin*, they were sufficiently informed by good witnesses upon oath, as aforesaid.

6. He wonders, *with what confidence the undertakers could affirm, that it was proved, at the Adjudication, that full as much (if not more) fresh water did run out at Lin Haven, as formerly.*

This is undenyably true. But to understand it, the Defender must know, that the River of *Neen* (being passed *Peterburgh* Bridge) did Branch it self formerly into three streams; whereof one went towards *Crowland*, another towards *Wisbich*,

bich, by *Mortons Leame*; and the third came dowe to *Wittlesea*, and *Ramsey* Meare, and from thence (by *Bevills Leame*, and Lower by *Plantwater*) part went out by *Wisbich*; and the remainder of this third part of the *Nean* (which did not issue by *Wisbich*) fell down to Well Creake, (a narrow Channel) and so to *Lin*; which course it holds still. But if he say, That *more water would come that way by Stanground Sasse, if it were not restrained*; it will be made appear (as was hinted before) that a greater part of the *Ouse* went to *Wisbich* by the VVestwater, and *Welnea* river (which is now carryed wholly to *Lin*) then will countervaile the stop that is made of that part of the *Nean* at *Stanground* Sasse, which Sasse was set about fourteen years since, and so the water *Nean* diverted from coming to *Lin*; and by the late works, the water of *Ouse* is prevented from going to *Wisbich*. So that the diversion was before, and the addition of waters since; and yet before the benefit there was no complaint for Navigation.

The seventh is answered formerly.

8. That *the raising of the prices of water carriages was a contrivance of the watermen*. It was proved at *Ely*, that *Allen* the waterman went every week with his Boats from *Cambridge* to *Lin*, and back again; commonly with five Tun weight; and for the same rate he formerly took; which weekly passage he hath continued all this summer. It will rest upon the Defender to name any man before the draining, that made this voyage (being 120. miles) constantly, with such a lading in lesse then a weeks time: and this will trouble him more then *his Demonstration*.

9. That *there was never any constant and certain Navigation between Lin and Cambridge (in summer time) till since the draining*. Which is a truth; and it stands upon this bottom. That in summer time the neap Tides were not high enough, to help their Liters over the gravel below *Ely*: which shall be proved (if he please) by an hundred witnesses. The

The concluſion of that Clauſe, to wit, *Therefore the Petitioners were not to be relieved, even in Parliament*, is not any where (that I know) aſſerted by the adventurers; but is his own inference. That which they ſaid, was this (and they think they have reaſon on their ſide) That *they did deſire to know the opinion of the Houſe, in this Particular, whether matter of Fact, already heard and determined before Legal Judges (not at all impeached as criminous or corrupt) ſhould be reexamined before the Committee of Petitions*; which was ſo ſober a demand; that I do wonder any man of conſcience (or indeed of Common ſence) can interpret this, to the *queſtioning of the power of Parliament*; and much leſſe, to *the giving of Laws to the Supream Authority*.

And for that he ſpeaketh of *the want of power in the Commiſſioners after the Adjudication*; and would make that the ground of *their appeal to the Houſe*: It is clear by the Act for Draining, that (notwithſtanding the judgement given) they are for three years after, a ſtanding Judicature; and that they now are, and hereafter are to be, without limitation of time, Commiſſioners of Sewers within this Level. But for the *Inconſiſtencie*, which he hath diſcovered, *between Navigation and Draining*, There is no ſuch thing. They do agree (for ought I know) like man and wife together; and may alwaies do ſo, if buſie and envious men do not raiſe jealouſies, and foment quarrels between them purpoſely to ruine both: which hath been too much practiſed of late.

To that he ſaith, That *Prejudice is done to Navigation ſince the Adjudication*, and would make that another ground for *an appeal to the Houſe*. Though there can be no pretence for any ſuch thing (the contrary being manifeſt) yet let me aske him this queſtion: why he did not trie the Commiſſioners here in the Country, or the Commiſſioners ſitting at *London*, before he flew to the Houſe? for if they had either ſhewn want of

will, or want of power to relieve him, he might have had ſome colour for his appeal. But I am apt to believe, that this Gentleman had heard of *Sir John Maynards letters* (before mentioned) and from thence grew confident that he ſhould carry all before him.

For I am certainly informed, that the Enemies (or rather the enviers) of this noble work; when they had long (in vain) laboured to prove the *Levell not drained*, then fell to alledge that *Draining did not meliorate*; which miſtake, or rather falſhood, being ſo irrationall, that all men condemned it; they (as a laſt refuge) flew to the *Navigation*; (as knowing that if the ſame had not been preſerved, it was the overthrow of the work, as indeed it is;) And (through the dryneſs of the ſeaſon) they indeavoured by fallacies to overthrow the work; but the falſhood and ſubtilty of their allegations being eaſie to be diſcovered by knowing men upon the place, they leave the Judges, appointed to determine upon the place, and endeavoured to have their complaints heard by the Committee of Petitions, who they knew could not be ſpared to go to the place, and diſcover their fallacies.

To that which followes, Anſwers have already been given; and every part of his Argument, either confeſſed and avoyded, or fully refuted; though not alwaies in the ſame Order they ſtand in his Diſcourſe; leſt I ſhould have made this (confuſed enough already) as intricate and perplexed as his.

And now, my Lord (after tyring your Lordſhip, and my ſelf) I am quitt, I hope, of this tedious wrangler, who hath forced me to draw out this Scroll beyond the ordinary length of a Letter; leſt he might have thought that he had ſaid ſomething, that could not be Anſwered; And I doubt not, but your Lordſhip, and all Intelligent men

are

are fully satisfied, that the *Navigation is not prejudiced by the works of Draining*; but contrarywise made *more Constant, Easie, and Certain, then it was before.* So craving pardon for this long trouble, I humbly kisse your Lordships hand, and rest

My Lord,

Jan. 18. 1653

Your Lordships most

Humble

SERVANT.

FINIS.